VREG

# WINNIPEG MANITOBA

1891

Compliments of **CHAMBRE, GRUNDY & CO.**, Real Estate and Investment Brokers, Winnipeg, Man.

# SOUVENIR OF



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SOUVENIR OF

# WINNIPEG

THE CAPITAL OF MANITOBA.

RAILROAD CENTRE
TRADE CENTRE
MANUFACTURING CENTRE
EDUCATIONAL CENTRE

"The Bull's Eye of the Dominion."

**Finely Illustrated Throughout.**

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Main Street, from N. P. Hotel—Looking West

## The Heart City of North America.

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# The Heart City of North America.

VOLUMES of fulsome praise have been written about a myraid of mushroom towns in the Western and Northwestern States which are represented in glowing colors as the coming railroad and manufacturing centres, only to disgust those who were foolish enough to go out and investigate, until to-day it is hard for a real substantial young western city to come in for proper recognition. Fortunately for Winnipeg, however, its fair name has been heraided by men of intelligence and sound judgment, and no one has ever had to return home because the prevailing conditions were not as represented. Winnipeg represents the typical western city of progress and possibilities. Enjoying resources unequalled, coupled with a rare spirit and enterprise on the part of its citizens, its advancement has been rapid and of the most substantial kind. It excels to-day in population, wealth and social advantages all the much boomed and widely advertised American western cities, and the object of this pamphlet is to set forth the unvarnished facts connected with its growth and prosperity, the publishers fully realizing that the proof cries louder than the advertising.

In less than two decades Winnipeg has risen from a little hamlet, content with a servant's lot, to the rank of a metropolis commanding a vast territory of untold wealth with the undisputed authority of a queen. By a happy resultant of natural laws she was predestined to rule a country of immense area and inexhaustible resources. No sooner were her magnificent possibilities discovered than she became the objective point of vigorous, cultivated and progressive elements. Her powers and possibilities attracted brains, muscle and capital. She had satisfaction for all, disappointment for none. Her citizens have laid solid foundations for her great future. The record of the past is beyond possibility of question. The promise of the future is in the results of the past. Never has she ceased to grow in trade, industries and wealth. The settlement of each new section, the construction of each additional railroad, the building of each new town and village, each step forward in development, of what kind or nature soever, in Manitoba and the great territories of the Canadian Northwest, have swelled the stream of her trade and commerce, and increased her wealth and importance.

A well-known Canadian writer thus eloquently describes the wonderful young city: "It may be truly said that Manitoba is the beginning of a vast, grassy sea of virgin wealth—of a boundless prairie of untold fertility, and at the outer rim of this wonderland sits, queen-like and majestic, young, but strong and lusty and prosperous—outstripping all its rivals, rapidly increasing in importance—an adolescent giant, whose yet untried strength is indication of a sturdy manhood. In this place, midway between two great oceans, Winnipeg has sprung up as if by magic, as if in this latter day the genii of Aladdin's lamp had created a city in an incredibly short space of time. For sudden growth, combined with solidity, the world has probably never seen its counterpart. In a few years it has risen from a hamlet to a metropolis. There is no flimsiness about its buildings—no mere temporary makeshifts of structures, as in many of the mushroom towns which have risen on the western wilds. The first surprise excited in a stranger on visiting Winnipeg is in its broad, paved streets, the substantiality and magnificence of the public buildings, the neatness and taste of the

Main St. from Portage Ave., looking south.
Rowand Block.

Main St. from Market St., looking north.
Main St. from City Hall Square, looking south.

private residences, and the possession of all the accompaniments of metropolitan life. To-day it can, with pardonable pride, claim a development unparalleled in the history of Canada, and boast that its name, synonymous with all that is progressive and prosperous, is more widely and familiarly known in every quarter of the civilized globe than that of other cities of greater age and pretensions."

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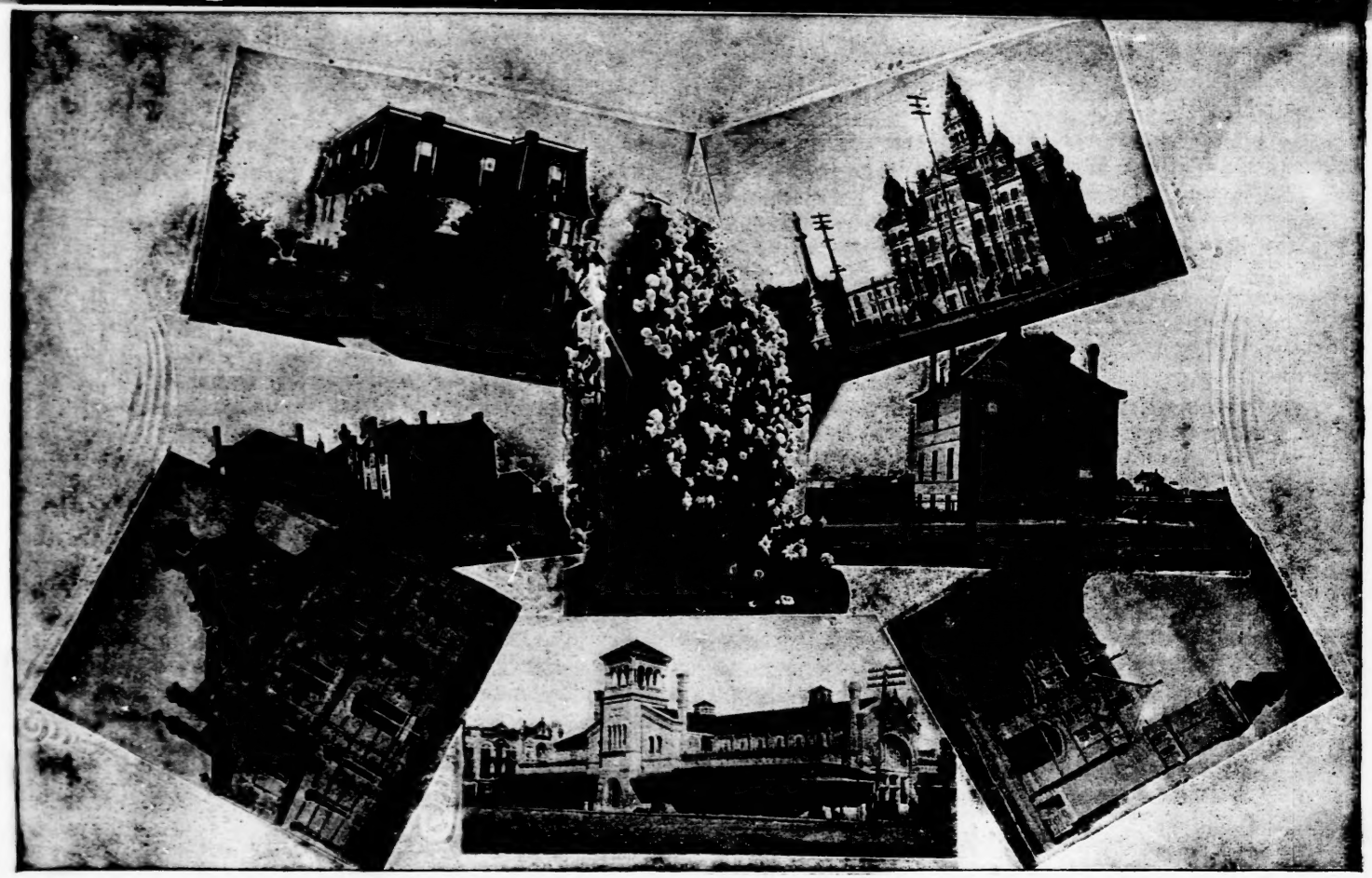
Winnipeg's record is without comparison as her future greatness is beyond computation.

## Winnipeg's Position.

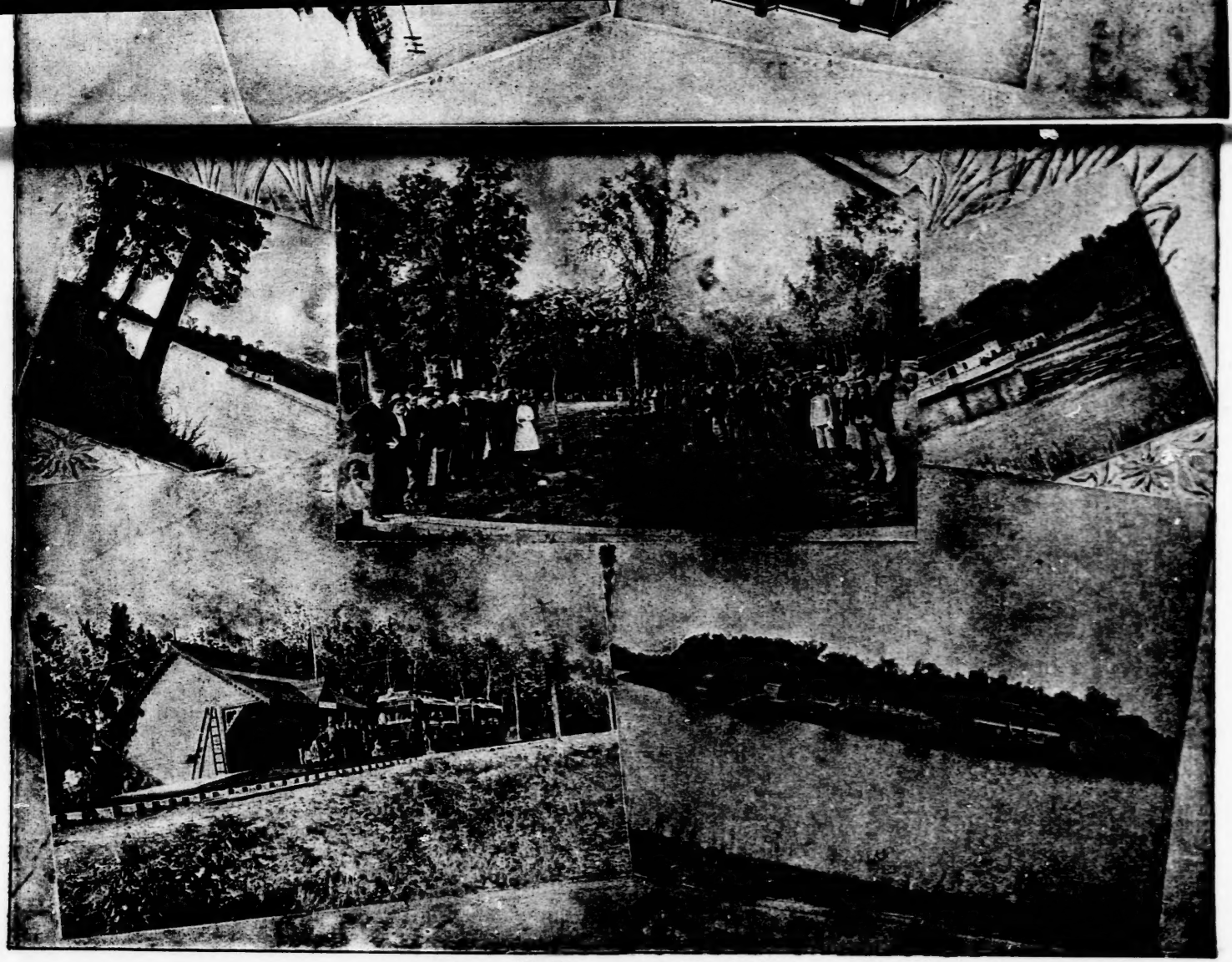
TO appreciate the future greatness of Winnipeg one has but to glance at its commanding position and the great territory that is tributary to it; a vast domain on the very threshold of development; a region of incalculable possibilities—an empire of natural wealth of field, forest and mine, greater than any city on this continent ever had to its own exclusive advantage. By geographical location it is the one absolute gateway to this field. "Winnipeg" said Sir Charles Tupper, "must remain the golden gate of the Northwest. It is bound to be a great city." It is situated at the junction of the Assiniboine River with the Red River along the west bank of the latter stream. It is between sixty and seventy miles north of the international boundary line between Canada and the United States, and about forty miles south of the great Lake Winnipeg. Midway between the ports of entry on the Pacific of the products of the Eastern empires of the Old World, and the ports of export on the Atlantic—and at an early day of the ports on Hudson's Bay—ever since white men explored the Canadian Northwest its site has been recognized as a central one for trade. It becomes, from its very position, the natural middleman between the east and the west. All that the immense region surrounding it may become, Winnipeg will be its chief mart and metropolis. One writer expresses it thus: "Winnipeg is the neck of a double funnel whose mouths gather the traffic of an empire and three oceans, the Atlantic, Pacific and the great lakes. To the west and south are the fertile grain lands which produce, as is known in all the markets of the world, the finest of all wheat; to the north are mineral deposits of wealth unknown, and the extensive timber districts and great fisheries of Lake Winnipeg; to the northwest the timber, fisheries and salt deposits of Lakes Manitoba and Winnipegoosis; to the east the mining and timber districts of the Lake of the Woods. Its position as a wholesale and trade centre is beyond all possible rivalry in the vast region naturally tributary to it—a territory "compared with which the area of the greatest empires in Europe dwindle into mere provinces—a territory not only wonderful in extent, but fertile beyond belief, blessed with all the natural advantages which constitute the foundation for future greatness, a land ready to receive and to feed a population larger by far than that of the British Isles, and capable of perfecting a manhood which shall show the highest development of the Anglo-Saxon race." Other centres of trade may be established as points of local supply, some such there are now, but there is no possibility that any other place will ever become a rival of Winnipeg or contest with it the position of metropolis of the Canadian Northwest.



Children's Home.
General Hospital.
Police Station.

Winnipeg Rose Tree,
with 3446 buds and blossoms on.
City Market.

City Hall.
Women's Home.
Central Fire Hall.



River and Elm Park Scenes, with Electric Cars

## As a Railroad Centre.



M. & N. W. Ry. Office. Ryan's and Clements' Blocks. Soap Works.
Spice Mills. Oddfellows' Hall. Shorey's Block.

## As a Railroad Centre.

EVERY city recognizes the importance of railroads as factors in their development. The power of a railway line to make or break a community in its first stages of growth is well known, but when a city has attained the position now occupied by Winnipeg, it is in a position to dictate in a large measure to the railway companies. A summary of the lines running into and acting as "feeders" to Winnipeg will give further explanation of the enviable position occupied by this young metropolis.

To-day this city is undoubtedly one of the greatest railway centres on the continent of America. As one writer has aptly expressed it: "Winnipeg occupies a position which may be likened to the hub of a wheel, the spokes radiating from which in every direction are represented by lines of railway."

This showing is indeed wonderful when it is known that it is only ten years ago that the first road entered. Pause for a moment to consider what may be the showing of the next ten years.

A dozen separate lines are now running into it. East and west there are the main line of the Canadian Pacific from the Atlantic to the Pacific, the Emerson branch running to the international boundary and connecting with the United States system of railroads, the Pembina Mountain branch running to the boundary line and extending through the southwestern portion of the Province, the Manitoba & Northwestern Railway, the Southwestern Colonization Railway supplying the country south of the Assiniboine River and reaching to the vast and valuable deposits of coal in the Souris district, the Selkirk branch running down the west bank of Red River to near Lake Winnipeg, the Stonewall branch through the country to the northwest of the city; the Hudson Bay railway, forty miles of which are completed; the main line of the Northern Pacific & Manitoba railway south to the international boundary, the Portage la Prairie and Morris & Brandon branches of the N. P. & Man. Nearly all these lines have branches or sub-branches tributary to them which act as feeders and give access to Winnipeg from all points. Two railway lines have been incorporated to run southeasterly to the boundary line, and there join with the Duluth & Winnipeg railway in a direct route to Duluth. There is also the Winnipeg Transfer Railway, which operates from the south to the north ends of the city. What other young city can make such a showing? With such great aids is it not easy to understand its phenomenal development?

Of the four Pacific railways on the continent of America three have main lines centering here—the Canadian Pacific, the Northern Pacific and the Great Northern—and soon it will become the headquarters of the Winnipeg & Hudson's Bay Railway.

First in importance to Winnipeg to-day is the vast transcontinental system of the Canadian Pacific. The city is the headquarters of the western division, in which alone there are 200 elevators and flat warehouses with a capacity of about 7,000,000 bushels. At the terminal elevators there is a capacity of between 2,000,000 and 3,000,000 bushels. There are also twenty flour mills in the western division with a total daily capacity of nearly 5,000 barrels, and three oatmeal mills on the main line with an aggregate daily capacity of 275 barrels. To operate this division alone more than 3,000 men are employed the year round, and a great proportion of this enormous staff is maintained in Winnipeg. In the car shops, freight sheds, offices and other departments here an army of men is at work every

1. The Clarendon Hotel.
2. The Westminster.
3. Caldwell Block.—Looking North.
5. London & Canadian Loan & Agency Co.'s Block.
6. Clements' Block.
7. Hutchings' Block.

of the work done by this company may be gained when it is mentioned that in the Winnipeg yards there are forty miles of sidings.

The Manitoba & Northwestern Railway makes tributary to Winnipeg one of the richest districts in the world for mixed farming, dairying and stock raising. In one season the grain shipments from points along this line reached 1,600,000 bushels, and it must be borne in mind that the road runs through what cannot be regarded otherwise than a newly and sparsely

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The Northern Pacific & Manitoba railway is a portion of the Northern Pacific system of the United States. Its main line runs from Winnipeg west of the Red River south to West Lynne, where it connects with the Dakota system of the Northern Pacific, affording through connections with St. Paul and other United States points. Direct connection with the American lines is also given by the Great Northern Railway, the main line of which is from Winnipeg to St. Paul, as already mentioned. The Northern Pacific & Manitoba have erected in this city extensive workshops, large and handsome head offices, a covered depot and a magnificent seven storey hotel, these buildings entailing an expenditure of between $400,000 and $500,000.

Winnipeg is the headquarters of the Winnipeg & Hudson's Bay Railway, the construction of which has already been begun, and forty miles completed. This great railway scheme is to provide a shorter route to Europe, and will divert the trade of the continent from eastern channels. In itself it will make Winnipeg a great centre of commerce. Dr. Robert Bell, of the Geographical Survey of Canada, thus speaks of the advantages of the route: "The route from Liverpool by way of Hudson's Bay is by far the shortest one to the Northwest Territories of Canada. Churchill harbor is situated near the centre of the North American continent, and yet, owing to the convergence of the meridians toward the north, it is actually nearer to Liverpool than either Montreal or New York. The distance from Churchill harbor to Liverpool via Hudson's Strait, is about 2,926 miles; from Montreal via Cape Race, it is 2,990; and from New York via Cape Clear, 3,040 miles; showing 64 miles in favor of Churchill as compared with Montreal, and 114 miles as compared with New York. The fact of a seaport existing in the very heart of the continent more than 1,500 miles nearer than Quebec to the centre of the Northwest Territory has scarcely begun to be realized by the public; yet its importance can hardly be over-rated. Churchill is only 400 miles from the edge of the greatest wheat field in the world, or not so far as from Quebec to Toronto. The lands of the Northwest capable of supporting an agricultural population exceed 200,000,000 of acres in extent. When this route is established, not only this vast region, but part of the United States to the south, would send their heavy freight over it, and a railway to Churchill harbor from Lake Winnipeg (the centre of a vast system of inland navigation) would secure the business of half the continent." The shortest route for the Northwest to-day is the Canadian Pacific Railway, and the advantages of the Hudson's Bay route over the Canadian Pacific are shown in the following comparison:

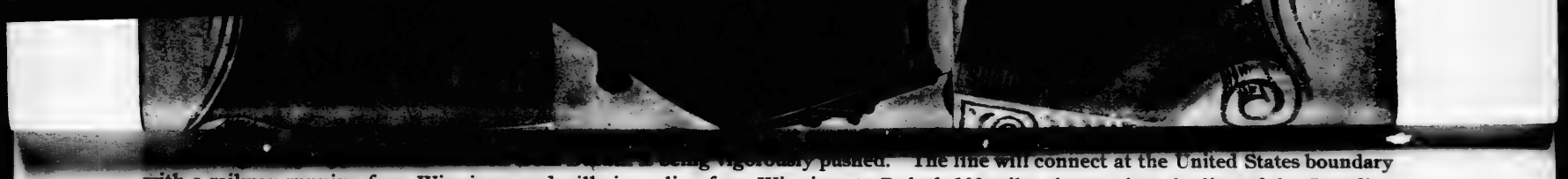
| | MILES. |
|---|---|
| Winnipeg to Montreal via Canadian Pacific Railway | 1,480 |
| Montreal to Liverpool | 3,000 |
| Total | 4,480 |
| Difference in favor of Hudson's Bay Route | 904 |

| | MILES. |
|---|---|
| Winnipeg to Churchill via Hudson's Bay Railway | 650 |
| Churchill to Liverpool | 2,926 |
| Total | 3,576 |

2. Whitla's Dry Goods House. 1. Miller, Morse & Co., Wholesale Hardware.
4. Parsons, Bell & Co., Whl. Stationers. Sutherland & Campbell, Whl. Grocers. 3. Man. Mortgage & Invest. Co.'s Block.
Hudson's Bay Store.

with a railway running from Winnipeg, and will give a line from Winnipeg to Duluth 100 miles shorter than the line of the Canadian Pacific from this city to Port Arthur. It, too, will add to the importance of Manitoba's capital city as a commercial centre.

The total railway mileage tributary to and connecting Winnipeg is as follows:



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| | MILES. | | MILES. |
|---|---|---|---|
| Canadian Pacific Railway (main line) | 2,990 | Alberta Railway | 109 |
| Pembina Mountain line | 202 | Northern Pacific & Manitoba Railway (main line) | 68 |
| Emerson Branch line | 66 | Portage Branch of Northern Pacific | 55 |
| Manitoba & Northwestern Railway | 279 | Morris & Brandon Branch line (Northern Pacific) | 185 |
| Southwestern line | 126 | Railway to Souris Coal Fields (under construction) | 150 |
| Qu'Appelle & Long Lake Railway | 247 | Hudson's Bay Railway (under construction) | 40 |
| Stonewall Branch line | 20 | | |
| | | Total | 4,560 |

## As a Trade Centre.

"Trade, the calm health of Nations."

WINNIPEG owes her birth to her position as a trade centre, and it is as such that she has grown and flourished. Her trade has been, and is, her life blood, the source of her wealth, the cause of her growth in population, the foundation on which rests her position as a metropolis, her pride and her boast. It is little more than a decade since the advent of the iron horse, but in that short time a commercial metropolis has sprung up. Winnipeg, it is true, cannot now claim superiority over cities of a like age as a manufacturing centre, but she may justly claim to have a trade larger than any city in the world, in proportion to population. Were there no other evidence of the solid foundation on which the city rests, save only its trade and the growth of that trade, this alone is sufficient to set at rest forever the question of the future of the city.

The growth of the wholesale trade in Winnipeg has been rapid and substantial. At present there are between 70 and 80 wholesale establishments located here, representing all the various lines of business. The great majority of these, it is worthy of note, occupy their own buildings, costly and handsome structures, erected with a special view to the accommodation of large stocks of goods. Many of these warehouses will bear comparison with those of the larger American and Canadian cities. The annual sales of these 70 or 80 jobbing houses aggregate, according to reliable estimates, between $15,000,000 and $20,000,000. The total capital

Galt's Block. Manitoba Hotel. Donaldson Block.
Bird and Doll Block. McIntyre Block.

invested in these enterprises may safely be computed at from $8,000,000 to $10,000,000. Many of these establishments, however, are off-shoots of large eastern concerns, the reserve capital of which available for the expansion of trade in Manitoba and the Northwest is practically unlimited. The territory covered by these houses is larger in area than that operated by those of any other city in the world, stretching eastward as far as Port Arthur, westward along the Canadian Pacific Railway into the Rocky Mountains and on

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Some slight idea is had of the foreign trade of Winnipeg and its growth by reference to the customs returns, the figures of each year being up to June 30th :

| | Imports. | Exports. | Duty Paid. | | Imports. | Exports. | Duty Paid. | | Imports. | Exports. | Duty Paid. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1886, | $1,959,337 | $852,715 | $467,213 | 1888, | $1,750,048 | $1,304,890 | $457,354 | 1890, | $2,447,361 | $988,384 | $638,616 |
| 1887, | 2,012,183 | 875,041 | 508,948 | 1889, | 2,207,314 | 782,606 | 549,458 | | | | |

The figures for 1891 are not available at the present writing.

Nothing is more erroneous, however, than the general idea that an inspection of the customs returns gives a full index to the volume of trade. Foreigners who search the Dominion blue books and accept the figures therein contained as of the same value, as say English customs returns, are totally misled as to our trade. The truth is that there is here consumed large quantities of goods inported into Canada the duties on which are credited to Montreal, Toronto and other eastern ports, as the merchandise is entered and duty paid at those ports. Consequently Ontario and Quebec show large customs collections rightly belonging here. Take for instance our exports in 1888 as it appears above, and of this item we shipped to England raw furs to the amount of nearly $600,000. What, then, became of the millions of bushels of wheat and flour we sent out to Ontario and Quebec? When English and Scotch wheat and flour merchants are quoting and selling our hard wheat and flour, it may be seen that Montreal is getting the credit of our exports, because they leave that port in vessels for Great Britain. So while the figures are given, they do Winnipeg a great injustice.

The following table shows the wheat inspected at Winnipeg and exported during the past three years :

1888, - 4,000,000 bushels. 1889, - 4,500,000 bushels. 1890, (Government Estimate) 13,000,000 bushels.

In addition to this there were exported large quantities of oats and barley. This year (1891) the acreage under crop was considerably in excess of previous years, and a showing much greater will be made. The season is now over, and the conditions having proved exceedingly favorable, an enormous crop has been harvested. According to the Local Government crop bulletin, recently issued, the total acreage put under crop this season—assuming that the area under flax is the same as last year—is 1,350,201 acres, being an increase of 267,407 over that of 1890. Of this increased area 170,707 acres are devoted to wheat ; 70,110 to oats and 23,793 to barley. The remainder of 2,898 acres are divided among the potato, root and rye areas. The subjoined statement, for the convenience of reference, gives comparisons with 1890, of a number of items dealt with in the report :

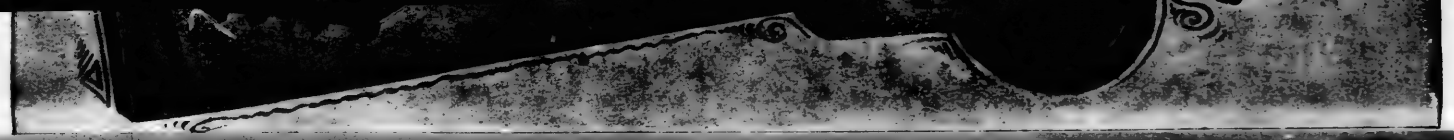
Confederation Life Block.

Cauchon Block.

Turner & McKeand's Block.

Stobart's Block.

| | 1890. | 1891. |
|---|---|---|
| Acres under Wheat | 746,058 | 916,664 |
| " " Oats | 235,534 | 305,644 |
| " " Barley | 66,035 | 89,828 |
| " " Peas | 1,170 | 595 |
| Acres under Potatoes | 10,812 | 12,705 |
| " " Roots | 7,977 | 9,301 |
| Acres Fallowed for Crop of | 180,792 | 205,232 |
| Acres Fall Plowed for Crop of | 550,101 | 709,102 |



| | 1890. | 1891. | | 1890. | 1891. |
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| " " Barley | 66,035 | 89,828 | Acres Fallowed for Crop of | 180,792 | 205,232 |
| " " Peas | 1,170 | 555 | Acres Fall Plowed for Crop of | 550,161 | 509,138 |

A comparison of the crop yields in Manitoba during the past season with those of Eastern Canada and with the adjoining states of the American Union show a great advantage in favor of the Province of which Winnipeg is the capital and centre. The following table shows the average yield in Manitoba in 1890 as officially reported by the Provincial Department of Agriculture. Ontario is the only other Province of the Dominion having a system of agricultural statistics, and its figures are also given. The figures for Minnesota and Dakota, the states immediately south of Manitoba, and for the whole wheat area of the United States, are taken from the report of the statistician of the United States Department of Agriculture. The figures given show the average yield per acre in bushels:

| | Manitoba. | Ontario. | Minnesota. | Dakota. | Whole U. S. | | Manitoba. | Ontario. | Minnesota. | Dakota. | Whole U. S. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Wheat.. | 21.1 | 12.8 | 12.0 | 9.0 | 11.1 | Barley... | 32.1 | 22.2 | 22.5 | 19.5 | 21.0 |
| Oats.... | 41.3 | 28.0 | 26.6 | 21.0 | 19.8 | Potatoes.. | 235.0 | 111.1 | .... | .... | .... |

The business capital mentioned is supplemented by the bank capital at disposal. All the leading chartered banks are doing business in Winnipeg. Among them are, with the capital represented: Bank of Montreal $12,000,000, rest $6,000,000; Bank of Ottawa $1,000,000, rest $400,000; Merchants $5,799,200, rest $2,335,000; Bank of British North America $5,000,000, rest $1,125,000; Imperial $1,500,000, rest $700,000; Union $1,200,000, rest $200,000; Commercial $2,000,000. In addition to these there are several private banks of high standing. A large number of English and Canadian loan and investment companies, representing an enormous amount of capital, have general agency offices in the city. Last year it is estimated these companies invested over $13,000,000 in Manitoba. The leading life and fire insurance companies of Great Britain, Canada and the United States have offices as well.

The fishing grounds of Lakes Winnipeg and Manitoba also add very materially to the trade of the city, and although the industry is as yet in its infancy, already the export of fish is large. The following table shows the exports since 1885:

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1885, | 1,485,572 lbs. | $54,663 | 1887, | 1,582,664 lbs. | $65,261 | 1889, | 1,781,587 lbs. | $75,465 |
| 1886, | 1,450,871 " | 51,589 | 1888, | 2,063,097 " | 86,944 | 1890, | 2,332,796 " | 97,677 |

Illustrating the unrivalled quality of the Winnipeg whitefish, it may be said that the market in Toronto and New York to the east, Minneapolis and Kansas City to the south, and Vancouver, British Columbia, to the west, receive regular shipments from this city.

The fur trade is another important item in the trade of the city. In this line Winnipeg is conceded to be the largest primary market on the continent. There are a large number of buyers on the market here, thus always ensuring good competition and good prices. This fact is recognized by country traders and dealers who have furs to dispose of, consequently they ship their furs from

1. Wyatt's Hardware Store  2. Manitoba Club.  3. C.P.R. Depot.  4. The Patterson & Bro. Co. Building.  5. Queen's Hotel.  6. Bank of Montreal.

past years in the case of prices realized for furs sent to this market. For furs Winnipeg is the market for half the continent. Westward nearly to the Pacific coast, eastward from the great district of Algoma, and northward an indefinite distance, furs are drawn to this market and put up for competition among our buyers, and the best prices are always assured.

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Pork packing is another branch of trade which is assuming importance in Winnipeg. Several houses are engaged in this industry, and the trade is rapidly growing. The produce and commission business of the city is also extensive and greatly increasing annually. Eggs, butter, cheese, poultry, etc., are products now greatly in excess of local requirements, and there is always a considerable surplus for export. This surplus will soon increase to such proportions that a great wholesale produce centre will be built up in Winnipeg.

Further, and indisputable evidence of the phenomenal increase of Winnipeg's trade may be found in a statement of the post office collection and delivery. In 1870 the number of pieces of mail matter delivered and collected was 30,000, in 1880 the figures had grown to 900,000, and last year, 1890, it had grown to the enormous total of 8,000,000. Last year about 350,000 money orders were issued at the city office. The city has a free delivery system. Ten years ago there were only 150 post offices in Manitoba, and to-day there are nearly 600.

While the railroads have done much toward increasing the importance of Winnipeg as a trade centre, nothing can give the city's trade a greater impetus than the improvement of our water navigation, steps in which direction are now being taken. While the Red River in ordinary seasons gives a depth of water sufficient to permit of navigation by large river steamers from the international boundary to Lake Winnipeg, some improvements are necessary at extreme low water to enable lake vessels to ascend the river to Winnipeg, but the character of the obstruction is trivial. The Dominion Government are now taking steps to remove them, so that large lake vessels can pursue their course from the city to the north end of Lake Winnipeg, a distance of over 300 miles. Unlimited supplies of iron ore of the richest quality, as proved by practical tests at American smelting furnaces, exist at Lake Winnipeg, and also immense tracts of timber suitable for the production of charcoal. Lumber and firewood are brought to the city from the Lake, but the trans-shipment at Selkirk adds to the cost to an extent that takes the trade to other districts. On the improvement of the Red River, however, lumber will come direct from the mills by vessel to the city docks at a minimum cost. Even under the present difficulties, 7,000,000 feet of lumber were cut at the Lake sawmills a year ago, and an immense quantity of firewood was floated to the city. Via Lake Wninipeg there is a transportation business conducted, which furnishes, by steamers on the Saskatchewan River and a short tramway transfer at the mouth of that river, a route by water from Winnipeg to the settlements along the North Saskatchewan even to near the foot of the Rocky Mountains. A company has been chartered having for its object the construction of a short canal to unite the waters of the Assiniboine River with Lake Manitoba, and this work, with the proposed water power improvements in the Assiniboine at Winnipeg, will ultimately open a water route in that direction reaching for some hundreds of miles inland.

Vulcan Iron Works.

Fortune Block.

Grand Union Hotel.

Linseed Oil Works.

Redwood Brewery.

One of the city's business organizations that illustrates the extent of the wholesale trade of Winnipeg is the Commercial Travellers' Association, which has a membership of between 225 and 250. The Winnipeg Board of Trade is one of the most active and influential bodies in the Dominion, and has a very large membership. This can be understood when it is remembered that there are over 400 houses doing business here. This Board closely watches the

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## As a Manufacturing Centre.

UNTIL within the past few years Manitoba and the Northwest were too sparsely settled to support manufactures on any large scale, and the capital and skill necessary to make it profitable have but recently begun to come, following the general tide of immigration. To-day, however, Winnipeg is a manufacturing centre of no mean proportions, and, if our progress in this direction has been slow, it is gratifying to find our infant manufactories on a solid foundation. It is gratifying also to find them gradually expanding, and striving towards a well-rounded completeness. It requires only a glance at Winnipeg's position to see that nature has destined her to become a manufacturing centre. Without further reference to the world-renowned wheat fields, forests, mines, etc., which surround her, she possesses in the Assiniboine River a source of power which surpasses most of the great water powers in use on this continent. The river alone drains an area of 60,000 square miles. Its flood discharge is estimated at 40,000 cubic feet per second, and the lowest known discharge at 700 cubic feet per second, the average low water discharge being about double the last mentioned amount. Perhaps one of the greatest points of interest, and certainly one of the greatest advantages of the Assiniboine as a water power stream, is, that its capacity can be increased to 10,000 horse power at lowest water by connecting it with Lake Manitoba and the Saskatchewan River, thus increasing the drainage area tributary to Winnipeg to 250,000 square miles, a territory double the size of Great Britain and Ireland. This connection is to be made, and the best engineers on the continent have submitted reports on the work, all of them being highly favorable. Offers have already been submitted to the City Council for the performance of the work. Col. Fanning, of Minneapolis, one of the best known engineers on the continent, concludes his report on the project in these words: "The inducements for Winnipeg to make itself a great manufacturing centre seem very great, as an exceptionally favorable opportunity is presented through the development of its great water power. The city can with certainty and profit enhance its growth, permanent revenues from taxation, and general prosperity by promoting this project until its 10,000 horse power shall be fully loaded with busy machinery." When this cheap power is supplied, as it will be in the near future, new

1. Nairn's Oatmeal Mills.
2. Paulin's Biscuit and Confectionery Works.
3. Gas Works.
4. C. P. R. Yards.

flour milling and other industries will spring up immediately; among others that may be mentioned being building paper, wood pulp manufactures, leather, woolen fabrics, agricultural and milling machinery. This proposed connection of lake and river will also make, directly tributary to Winnipeg, 5,000 miles of coast line and river banks, traversing districts admirably adapted for agriculture, and abounding in the products of the forest and the mine.

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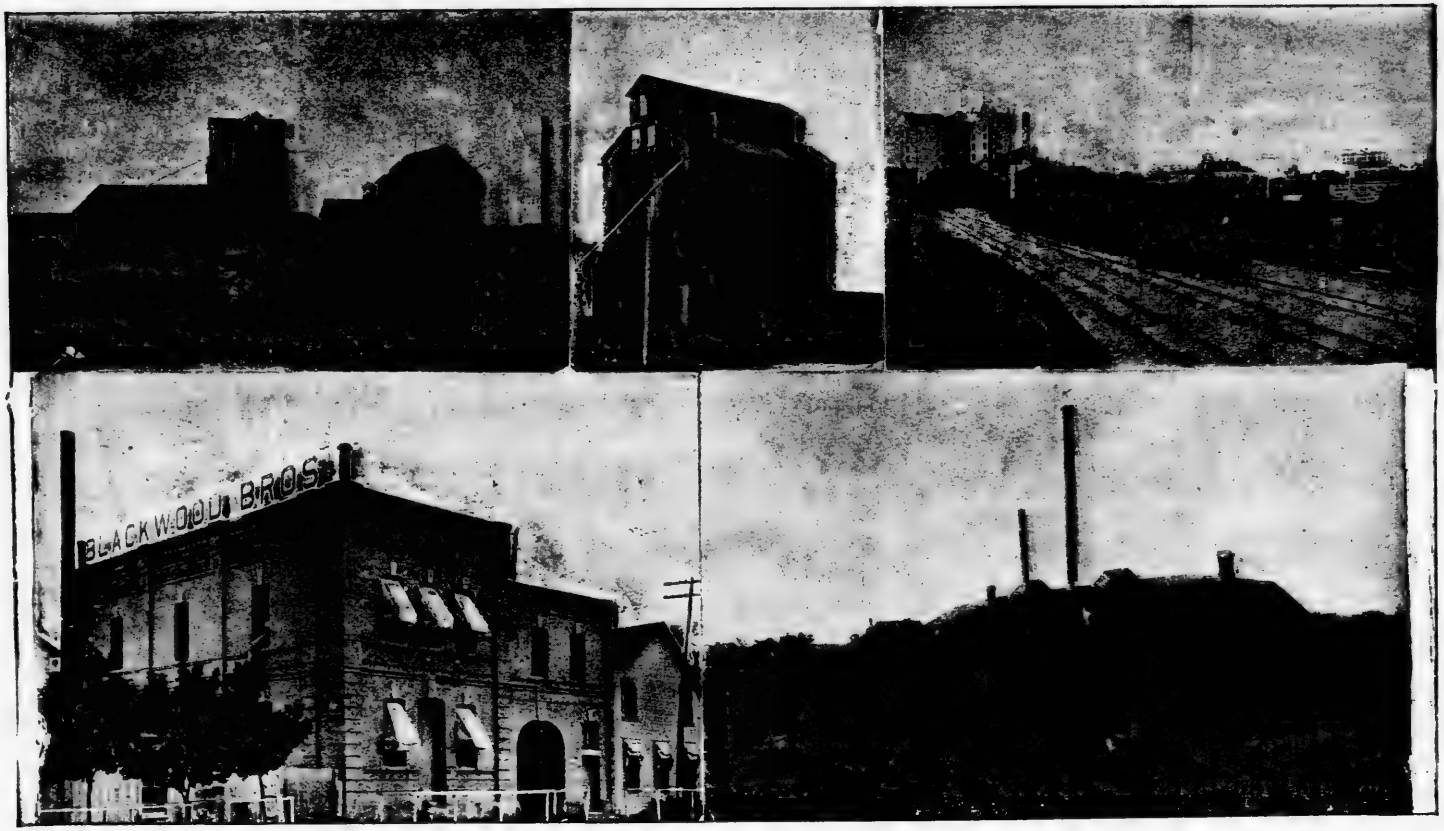
The progress in milling has been truly remarkable. Ten years ago there were no modern process flour mills in the country, and flour milling was confined to a few stone process mills. Roller flour mills were not introduced here until 1882. To-day there are between thirty-five and forty such mills in Winnipeg and the territory adjacent to it. These include several of the largest capacity, capable of turning out the choicest grades of flour, and doing a very extensive business. These mills have a total daily capacity of nearly 8,000 barrels. It is estimated our mills can grind 40,000 bushels of wheat per day, or nearly 15,000,000 bushels a year. One has a daily capacity of 1,600 barrels, and two others 1,400—pretty large institutions for a place so young, and convincing evidence of the faith of the millers in Winnipeg and the Province of which it is the capital city. Last year six leading milling and grain firms alone reported having done a business in two months of over $4,000,000.

Our space does not permit of giving details as to the various branches, but among the leading articles of manufacture may be mentioned furniture and upholstery, brooms and brushes, oatmeal, awnings, tents and mattrasses, bookbinding, carriage works, soda water, etc., breweries, meat curing and packing, bricks and tiles, boiler and machine shops, foundries, biscuits, confectionery and bakery products, coffee and spice mills, harness and saddlery, marble works, tinware, sash, doors and boxes, paper boxes, saw mills, cigar factories, oil mills, plumbing and gas-fitting, tanneries, soap, etc. One of the principal breweries employs over 50 hands, one of the harness factories 70, and one of the cigar factories 50—a creditable statement for infant institutions. The soap manufactories and woolen mills are doing a large and increasing business, and rapidly driving eastern competitors out of the market.

Success awaits the manufacturer who establishes in Winnipeg. The manufacturer who is now looking toward this city must remember that the chief merit of the selection does not consist in securing a comparatively unoccupied field with the certainty of fair immediate returns—a good enough inducement in itself, one would say—but is due to the opportunity to develop capacity and production in the line operated, in proportion as the country tributary to Winnipeg becomes populous. The manufacturer who locates in this city is not dependent upon present trade conditions, favorable as they are, but is merely starting a plant that cannot but expand year by year as the country grows in wealth, population and necessities. It is a reasonable statement that what Chicago is to-day as a manufacturing centre, Winnipeg, backed by its commercial, transportation and financial facilities and the natural resources of the country tributary and accessible, will be in the near future. There are few cities on this continent where greater advantages are offered for industrial undertaking. There can be no objection regarding too high labor—the days of extortionate prices are gone here. The difficulty of a supply of coal at a moderate price has been solved by the opening up of rich mines close by, and with the labor, the coal, the water power and other advantages at hand, capital, enterprise and mechanical skill are only wanted to make Winnipeg a great and powerful manufacturing centre.




H. B. Mill.
Soda Water Works.

McMillan's Elevator.

N. P. Yards.
Electric Ry. Power House.

Pound's Block.
Princess Opera House.

Ashdown's Block.
Lyon's Block.

Medical College.
Ladies Academy.
Wesley College.
Collegiate Institute, from plans.
Ladies College.
St. John's College.
Manitoba College.

## As an Educational Centre.

IN the matter of education Winnipeg has set a noble example, and to-day points with pride to a school system intelligently conceived, faithfully administered and liberally supported. The greater part of the revenue for the maintenance of the public schools is raised by assessment; the Government of the Province contributing the additional amount

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IN the matter of education Winnipeg has set a noble example, and to-day points with pride to a school system intelligently conceived, faithfully administered and liberally supported. The greater part of the revenue for the maintenance of the public schools is raised by assessment; the Government of the Province contributing the additional amount. Admission to all grades is free. After a four years' elementary course, pupils are admitted to the High School. Many of the students in the High School prepare for examinations for teachers' certificates and for matriculation into the University of Manitoba. For those who do not take either of these examinations, a selection is made with a view to general business purposes. In all cases the aim of the school is to prepare pupils of all classes for the highest citizenship. There are at present in possession of the Board of School Trustees fourteen admirable school buildings, containing 78 school-rooms. All of these are in actual occupation. The rooms are large and well lighted, and supplied with the best heating and ventilating apparatus. Commodious playgrounds are provided with each building. those at the Central schools covering an area of three acres. A list of the school buildings and their value is here given:

| | Description. | No. of Rooms. | Value of School. |
|---|---|---|---|
| Pembina | Brick. | 2 | $ 4,800 |
| South Central | " | 10 | 30,500 |
| St. James | " | 1 | 900 |
| Mulvey | " | 2 | 6,500 |
| Central, Nos. 1 and 2 | " | 20 | 84,000 |
| Louise | Wood. | 4 | 7,500 |
| North Central | Brick. | 10 | 23,500 |
| Argyle | " | 4 | 9,500 |
| Dufferin | Brick. | 4 | $ 8,500 |
| Pinkham | " | 2 | 6,500 |
| Machray | Wood. | 3 | 3,600 |
| Fort Rouge | Brick. | 4 | 15,000 |
| Collegiate Institute | " | 12 | 35.000 |
| In addition to these the School Board owns real estate to the value of | | | 3,000 |
| Total | | | $240,800 |

To the value of the buildings and sites should be added furniture, which would make the amount considerably larger. There are over 3,500 pupils enrolled in these public schools, which, however, by no means represents the school population of Winnipeg, because the Roman Catholics maintain several separate schools, and there are other sectarian institutions for the young. A staff of 66 teachers is employed in the above mentioned schools, and $45,000 is annually paid them in salaries. Besides the denominational, elementary and secondary schools, there are numerous colleges, making liberal provision for higher education. The Anglican, Presbyterian and Roman Catholic denominations have erected handsome and costly colleges, the value of their buildings and sites exceeding half a million dollars. Wesley College (Methodist) will shortly erect a substantial building The Manitoba Medical College, established in 1884, has a well arranged building and well attended classes.

The Schools—1 Argyle, 2 and 3 Central, 4 Carlton, 5 Euclid, 6 Dufferin.

Gurney's Block.
Sanford's Block.

Imperial Bank Block.
Ogilvie's Mill.

View from N. P. Hotel—Looking North.

WINNIPEG'S trade and commerce offers many advantages to the merchant and manufacturer, as has been pointed out, and of the same certain and substantial nature are the advantages which her real estate, improved and unimproved, offers to

## as a Field for Investment.

WINNIPEG'S trade and commerce offers many advantages to the merchant and manufacturer, as has been pointed out, and of the same certain and substantial nature are the advantages which her real estate, improved and unimproved, offers to the investor. Winnipeg to-day has a trade of ample proportions, and she is resting on a solid foundation. A "boom," it is true, first advertised her to the world, but to-day she is in no sense a "boom" city. Her legitimate business interests are her principal care, and she is quite willing that other places which have yet to make their positions as centres of trade and commerce shall have the "booms." Advance in real estate values is the ever present attendant on the growth of cities in wealth and population, and Winnipeg has proven no exception to this rule. As Fort Garry grew to a town, and as the town became the city of Winnipeg; as the magnificent country at her back increased in population, and her trade became proportionately greater; as time passed and it became evident that her position as metropolis and trade centre was fixed beyond the possibility of successful rivalry, her real estate gradually advanced in value. The "boom" of course increased these values fictitiously, but since that inflated period the advance has been the result of prosperity and wealth. In common with other cities, Winnipeg has seen times when real estate was dull of sale, but at no time since the now famous "boom" has the actual value receded.

The following comparative statement of real estate values will conclusively show that realty here is on a very solid footing:

| City. | Population. | Best Wholesale Corners. | Best Wholesale Inside lots. | Best Retail Corners. | Best Retail Inside lots. | Ordinary Business Corners. | Ordinary Business Inside lots. | Best Residence Corners. | Best Residence Inside lots. | Medium Residence Corners. | Medium Residence Inside lots. | Workingman's Residence Corners. | Workingman's Residence Inside lots. | Adjoining Acres. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WINNIPEG, MANITOBA.... | 27,000 | $125 | $ 75 | $ 650 | $ 450 | $200 | $100 | $ 30 | $ 20 | $ 12 | $ 8 | $ 5 | $ 3 | $ 30 to $ 300. |
| Duluth, Minnesota..... | 33,000 | 500 | 450 | 1,400 | 1,200 | 950 | 800 | 225 | 150 | 125 | 100 | 50 | 35 | 1,250 to 2,500. |
| Victoria, Brit. Columbia... | 17,500 | 850 | 700 | 1,100 | 950 | 850 | 700 | 200 | 125 | 100 | 60 | 30 | 10 | 1,500 to 2,000. |
| Spokane Falls, Wash..... | 24,000 | 550 | 450 | 1,200 | 1,000 | 600 | 500 | 100 | 75 | 30 | 20 | 10 | 8 | 200 to 3,000. |
| Butte, Montana..... | 30,000 | 750 | 650 | 900 | 400 | 250 | 175 | 125 | 100 | 50 | 25 | 10 | 7 | 25 to 300. |
| Helena, Montana ..... | 13,800 | 800 | 600 | 1,000 | 900 | 200 | 150 | 100 | 60 | 30 | 25 | 15 | 10 | 300 to 2,000. |
| Galveston, Texas..... | 29,000 | 600 | 500 | 1,000 | 750 | 350 | 250 | 75 | 60 | 35 | 25 | 15 | 10 | 125 to 1,250. |
| Vancouver, B. Columbia... | 13,600 | 300 | 225 | 600 | 500 | 200 | 150 | 60 | 40 | 40 | 25 | 15 | 10 | 100 to 500. |
| West Superior, Wisconsin.. | 12,000 | 200 | 150 | 600 | 400 | 250 | 200 | 100 | 75 | 50 | 40 | 20 | 15 | 400 to 2,000. |
| Great Falls, Wash..... | 5,000 | 400 | 300 | 400 | 300 | 150 | 100 | 60 | 50 | 25 | 20 | 10 | 6 | 100 to 300. |
| Fairhaven, Wash..... | 4,000 | 150 | 100 | 300 | 200 | 150 | 100 | 75 | 50 | 50 | 25 | 25 | 15 | 150 to 500. |
| Tacoma, Wash ..... | 35,858 | 300 | 150 | 1,000 | 800 | 300 | 200 | 160 | 100 | 75 | 50 | 22 | 12 | 200 to 2,000. |
| Seattle, Wash..... | 43,914 | 800 | 500 | 1.000 | 700 | 600 | 450 | 100 | 75 | 65 | 40 | 20 | 12 | 200 to 1,500. |

Winnipeg's total real estate transfers for 1890 amounted, as near as can be estimated, to $5,000,000. The building record it is hard to estimate, but amounted at least to $1,000,000.

Nairn's Block.
Henderson Block.
Leland House.
Massey & Co.'s Block
Merchants Bank.
Bank of Ottawa.
Bank B. N. America.
Richard's Block.

The values of realty in Winnipeg to-day may be quoted as follows :

| | | | |
|---|---|---|---|
| Highest retail business property | $650 per foot frontage. | Ordinary residence property | $10 to $12 per foot frontage. |
| Ordinary first-class " | $200 to $300 per foot frontage. | Mechanics' " " | 3 to 8 " " |
| Best wholesale " | 75 to 125 " " | Acres within two to three miles of | |

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| Best wholesale " | 75 to 125 " " | Acres within two to three miles of Post Office | $100 to $300 per acre. |
| Best residence " | 20 to 30 " " | | |

Below is given a statement showing valuation, assessment and population. It will interest intending investors, and give them convincing proof of the advance made during the past year :

| Year. | Real Property. | Personal Property. | Total Assessable Property. | Amount Raised for City Purposes. | Amount Raised for School Purposes. | Total Taxes. | Rate on $.—(Mills.) Protestant. | Rate on $.—(Mills.) Catholic. | Population. |
|---|---|---|---|---|---|---|---|---|---|
| 1886 | $17,657,955 | $2,218,950 | $19,286,905 | $335,743.47 | $63,072.30 | $398,815.77 | 19.40 | 21.40 | 19,525 |
| 1887 | 17,132,360 | 2,260,050 | 19,392,410 | 290,307.37 | 67,073.75 | 357,381.12 | 17.25 | 17.20 | 21,257 |
| 1888 | 17,230,490 | 2,293,400 | 19,523,890 | 268,609.51 | 81,120.87 | 349,730.38 | 17.75 | 16.00 | 22,098 |
| 1889 | 16,328,110 | 2,279,750 | 18,607,860 | 284,211.06 | 75,170.00 | 359,381.06 | 19.35 | 18.40 | 22,328 |
| 1890 | 16,193,910 | 2,418,500 | 18,612,410 | 294,698.20 | 77,550.00 | 372,248.20 | 20.00 | ..... | 22,892 |
| 1891 | 17,587,420 | 2,356,850 | 19,995,370 | 305,713.26 | 83,200.00 | 388,913.26 | 19.50 | ..... | 27,000 |

That conservatism is now ruling Winnipeg's real estate investments appears from the fact that all dwellings are rented, as a rule, long before they are completed, while in the matter of business buildings, and especially those suited to wholesale houses, the demand is far greater than the supply. The effect of the "boom" referred to will be noticed in the above statement, but it will also be noticed that the city has now fully recovered from that infliction. Just here the writer desires to impress on the reader that, whether favorable or unfavorable, the statements and figures given in this work are absolutely correct. The book is not written in the interests of real estate speculators, and can in no sense be classed with the disgusting "boom" literature so widely circulated. Its sole object is the giving of reliable information as to the city of Winnipeg and the country tributary to it.

Immigration to Manitoba is constantly increasing, and the country is settling up as rapidly as the advantages it offers to the settler are becoming known. The following statement, for instance, will show the immigration increase thus far this season as compared with the same months of last year :

| | No. of Settlers 1890. | No. of Settlers 1891. | | No. of Settlers 1890. | No. of Settlers 1891. |
|---|---|---|---|---|---|
| January | 230 | 329 | April | 868 | 2,416 |
| February | 232 | 438 | May | 1,904 | 1,906 |
| March | 2,146 | 2,603 | | | |

The above are the official government returns, but do not show the actual number of settlers, for the reason that no record is kept of the colonists from the eastern Canadian Provinces, nor of the numerous Dakota farmers who drive across the boundary to

Barrett residence.
Agur residence.

Bannatyne residence.
Blanchard residence.

Wrigley residence.
Brydges residence.

locate in Manitoba. The Government Immigration Commission estimates that 1,000 of the latter class have settled here this season.

Under this head, of Winnipeg as a field for investment, the following carefully compiled statement, showing the substantial and wonderful growth of two decades, may be appropriately placed:

| 1870. | 1880. | 1890. |
|---|---|---|

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Under this head, of Winnipeg as a field for investment, the following carefully compiled statement, showing the substantial and wonderful growth of two decades, may be appropriately placed :

| | 1870. | 1880. | 1890. |
|---|---|---|---|
| Value of City Property | $200,000 | $4,500,000 | $23,000,000 |
| Volume Commercial business. | 150,000 | 2,000,000 | 40,000,000 |
| Bank Capital | 0 | $10,000,000 | $40,000,000 |
| Bricks Manufactured | 0 | 1,000,000 | 25,000,000 |
| P. O. Collection and Delivery. | 30,000 | 900,000 | 8,000,000 |
| Value of Public Improvements | 0 | $100,000 | $2,000,000 |
| Tons Coal Handled | 0 | 5,000 | 100,000 |
| Population | 225 | 6,500 | 27,000 |
| Number of Buildings | 40 | 1,000 | 6,000 |
| " Business Houses | 10 | 65 | 400 |
| " Factories | 2 | 16 | 45 |

| | 1870. | 1880. | 1890. |
|---|---|---|---|
| Number of Churches | 1 | 8 | 29 |
| " Schools | 1 | 5 | 19 |
| " Banks | 0 | 4 | 10 |
| " Newspapers | 1 | 4 | 16 |
| Miles of Sidewalk | 0 | 20 | 122 |
| " Graded Streets | 0 | 10 | 85 |
| " Paved Streets | 0 | 0 | 10 |
| " Sewers | 0 | 2 | 21 |
| " Water Mains | 0 | 0 | 20 |
| " Gas Mains | 0 | 6 | 11 |
| " Street Railway | 0 | 0 | 7 |

## As a Place of Residence.

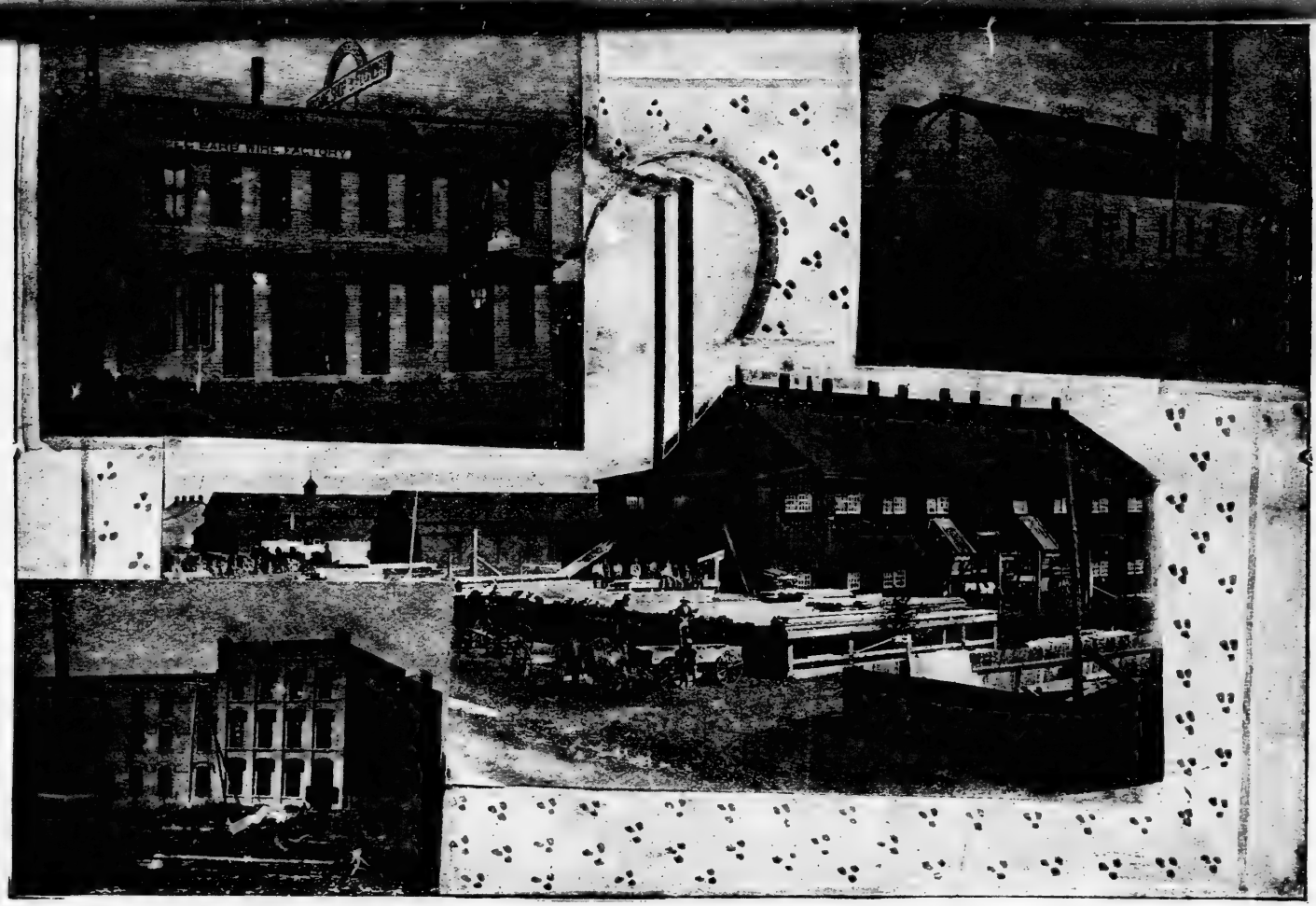
IN addition to the other inducements she offers, and which have been set out in the preceding chapters, Winnipeg has special advantages as a place of residence, and those who desire to locate here, for the purpose of money-making, need have no fear that they will have to forego any of the social advantages, nor yet any of the comforts, they have been accustomed to in larger and older cities. The city is prettily situated, at the junction of the Red and Assiniboine rivers, two historic and picturesque streams, and along their banks are residence locations as beautiful as are to be found anywhere. Fort Rouge, Armstrong's Point, St. John's, and other residence districts of the city, are indeed charming, being well wooded, surrounded by pleasant drives, and made easy of access by electric and horse railways. Many handsome and costly residences have been erected—two or three of them might be classed as palaces—and many more are in course of erection.

The vast majority of the citizens of Winnipeg came from eastern centres of culture, bringing with them all that love of polite life which they had acquired in their old homes, and finding others here of like tastes and culture. A society, consequently, has been established which is intelligent and refined. In Winnipeg there is a very marked interest in literature, art and music. The

Grace Church.
**Holy Trinity Church.**

Congregational Church.
**St. Mary's (R. C.) Church.**

Knox Church.
**Icelandic (Lutheran) Church.**



Manitoba Barb Wire Works.
Robertson & Co.'s Block.

Sprague's Mills.

N. W. Electric Light Power House.

educational facilities have already been referred to at length. In the matter of churches Winnipeg is also well supplied. There are twenty-six church buildings, and many of them are handsome edifices. All the denominations are here represented. There is also a well managed Y. M. C. A., which maintains open rooms and a library. In addition to the religious bodies, there are the usual lodges, encampments, chapters, etc., of secret orders—the Masons, Oddfellows, Foresters and Knights of Pythias being among the city's most active and influential bodies. The national benevolent societies of St. Andrew, St. George and St. Patrick, do much useful work. There are several well conducted hospitals, in which are to be found the most skilled medical men and nurses. In connection with the General Hospital, there is a Maternity Hospital, and a Training School for nurses. The Children's Home is another instance of the charitable disposition of the people. Night Schools are conducted by the Women's Christian Temperance Union and kindred organizations. The Manitoba Historical and Scientific Society maintains a public library and museum.

The head lands and timber offices of the Dominion Government are located here. The principal custom houses, registry of shipping, excise, weights and measures, food products examiners, coal oil and gas inspection, post office inspection, grain, flour, and hide and leather inspection, intelligence office, emigration office, Receiver-General, Government Savings Bank, and other offices, are located in the city on account of its importance and central position. Being the Provincial Capital all the official headquarters of the Manitoba Legislature are in Winnipeg. Here parliament sits and the superior courts of the country are held. Regular troops are stationed here and the volunteer military corps are a credit to the country.

Winnipeg can justly lay claim to being one of the healthiest cities on the continent. A comparison with the death rates of other places in America proves that few, if any, can show a death rate so low. It has never exceeded fifteen in the thousand annually, and the Government medical health officers declare that 46 per cent. of these are children under five years of age, most of whom come from foreign countries and are exhausted by the long journey. The total absence of malaria in Manitoba largely contributes to this favorable showing. In no part of the world will climatic influences do more for the arrest and removal of lung trouble than this climate. Here, too, is the climate that best developes men and women. The people of soft climates perished from indolence long ago. It is in regions where the seasons have a marked alternation of heat and cold and other differences, and where a blanket of snow is spread out some portions of the year, that the human race is showing the most energy and advancement.

Winnipeg is well supplied with hotels and places of amusement. One of its hotels cost over $300,000, and they will compare favorably with those to be found anywhere. Many of the very best musical and dramatic organizations regularly visit the city, and our clever amateurs are constantly contributing to the pleasure of amusement seekers. The city is also justly proud of her many splendid athletic organizations. There are several pretty parks and "breathing spots" within easy distance, and to which electric cars regularly run.

The press is a mirror, wherein are reflected the ideas, sentiments and aspirations of the age. In all that relates to journalistic enterprise Winnipeg papers are up to the highest standard. There are three splendid daily journals, displaying intense activity in

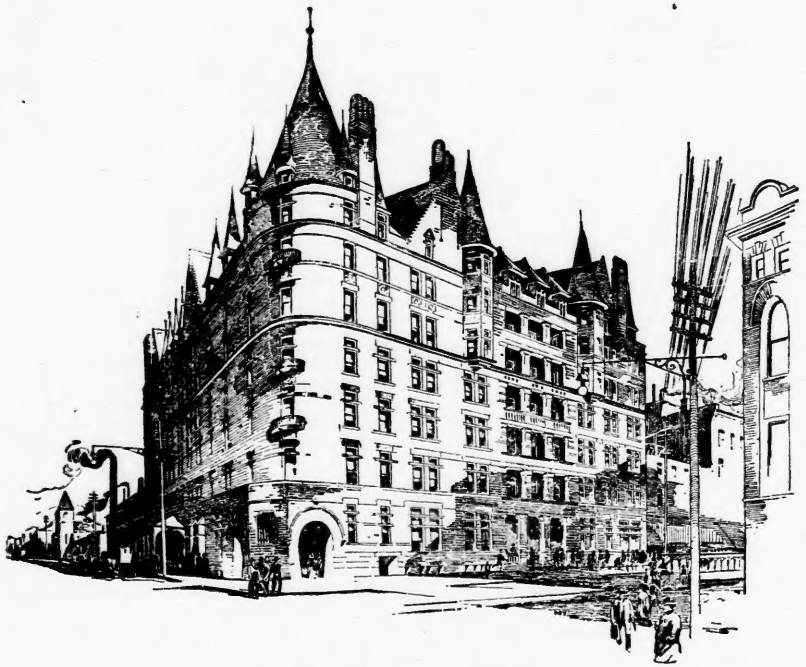
news gathering, and there are also many meritorious weekly and monthly periodicals devoted to the interests of trade, commerce, education, religion, society, temperance, etc.

Winnipeg has electric and horse railways. The city is lighted by gas and electricity; it has well conducted telephone and messenger services, etc.; the most approved fire and police protection, a perfect system of waterworks and sewerage, agencies of all the principal telegraphic companies, and, in a word, everything to be found in the metropolitan centres.

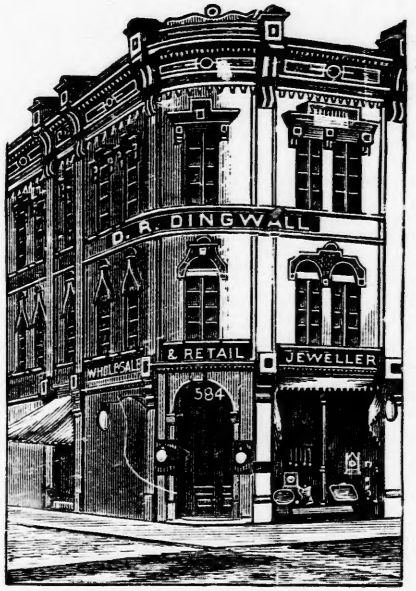
Concluding this description of the city of Winnipeg, the writer desires to say that it is necessarily imperfect. To give the reader an accurate knowledge of Manitoba's capital city, and her wonderful resources and prospects, would require much more space than is at command in this publication. However, it is believed that the foregoing general description is sufficient to give a correct idea of what Winnipeg really is. The same causes that have contributed to Winnipeg's growth and wealth in the past, are at work to-day. To the new-comer is offered greater opportunities, for the results of the next two or three years promise to far surpass those of the last decade.

## PATRONS.

Aikins, J. S.
Aikins, Culver & Co.
Allan, Brydges & Co.
Alloway & Champion.
Boggs, J. A.
Brown & Stewart.
Chambre, Grundy & Co
Clements, Geo.
Conklin, E. G.
Crotty & Cross.
Doll, W. F.
Drewry, E. L.
Enderton, C. H.
Fortune, M , & Co.
Glines & Co.
Gordon & Suckling.
Haggart, James
Hamilton, T. M.
Harris, G. F. R.
Hayward, R. H.
Jameson, R. W.
Kerr, Chas. E.
Lloyd, J.
McIntyre, Alex.
McIvor, Geo.
Mills, J. E.
Munson & Allan.
Osler, Hammond & Nanton.
Randall, A. F.
Richard & Co.
Ross, A. W., & Co.
Rowbotham, S. A., & Co.
Scott, James
Walker, Geo. W.
Watt, W. L.
Wright & Jukes.
Young, Robt.



Northern Pacific Hotel and Depot.




Dingwall's Jewelry House.

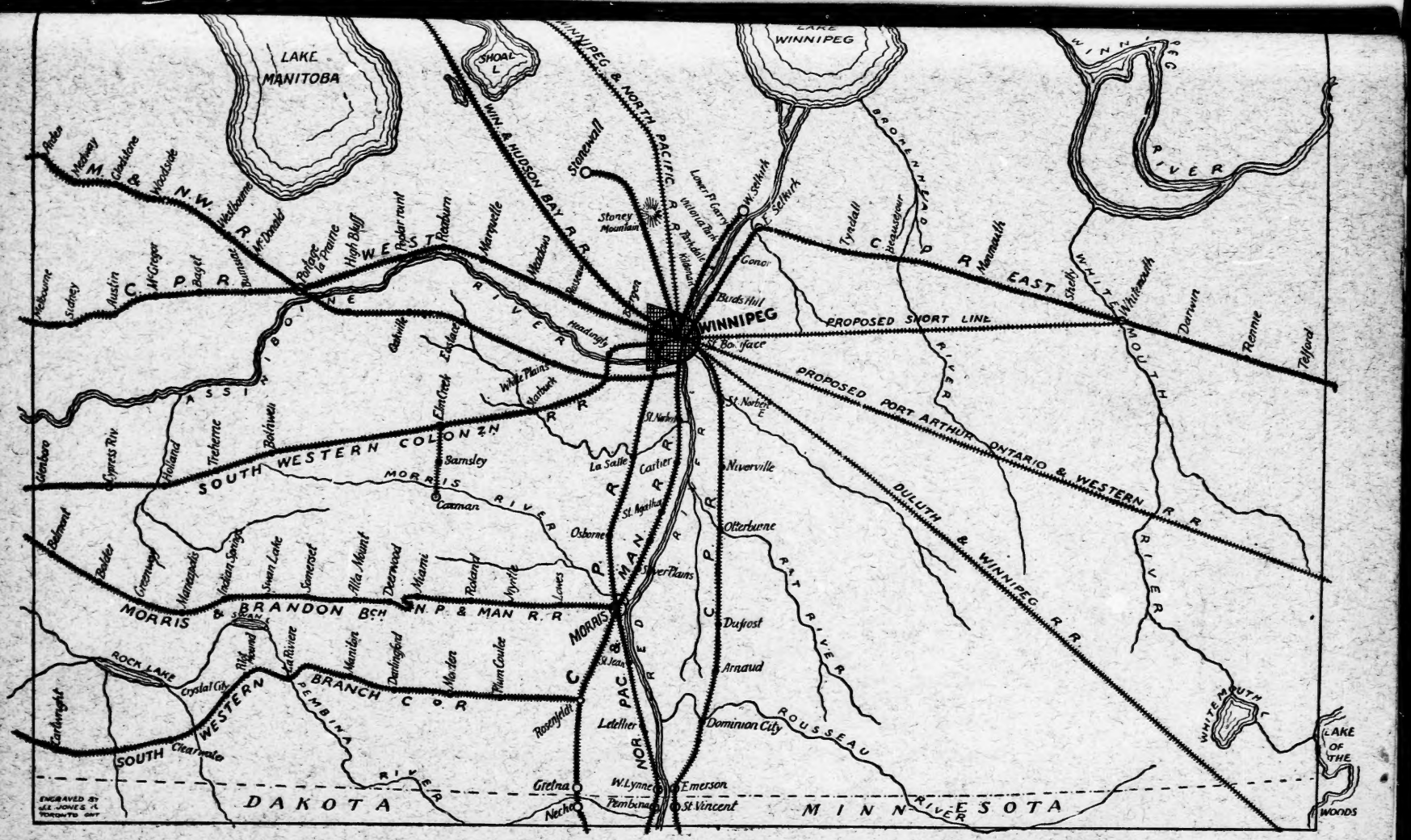
Lieut.-Governor's Residence.

Parliament Buildings.

Deaf and Dumb Institute

Land Titles Office.

Court House.


LAKE MANITOBA
SHOAL L
LAKE WINNIPEG
WINNIPEG RIVER
WINNIPEG & NORTH PACIFIC R R
WINN & HUDSON BAY R R
Stonewall
Stoney Mountain
Lower Fort Garry
Victoria Park
Parkdale
Kildonan
W. Selkirk
E. Selkirk
BROOKLANDS
Gonor
Birds Hill
WINNIPEG
St. Bonface
PROPOSED SHORT LINE
PROPOSED PORT ARTHUR ONTARIO & WESTERN R R
DULUTH & WINNIPEG R R
Tyndall
Beausejour
Molyneux
Shelly
Whitemouth
Darwin
Rennie
Telford
C P R EAST
WHITEMOUTH RIVER
WHITEMOUTH L
LAKE OF THE WOODS
Rivers
Hartney
Melbourne
Sidney
Austin
Basgil
Burnside
McGregor
McDonald
Portage la Prairie
High Bluff
Poplar Point
Westbourne
Woodside
Gladstone
M & N.W. R R
C P R
WEST
Rathburn
Marquette
Meadows
Rosser
Oakville
Edwin
Elm Creek
White Plains
Starbuck
Headingly
ASSINIBOINE RIVER
Hamiota
Cypress Riv
Holland
Treherne
Baldwin
SOUTH WESTERN COLONZN
Barnsley
La Salle
Carter
St Norbert
Niverville
Otterburne
Dufrost
Arnaud
Dominion City
ROUSSEAU
RAT RIVER
MORRIS RIVER
Carman
Osborne
St Agatha
St Jean
Letellier
Rosenfeld
Gretna
W. Lynne
E. merson
Pembina
St. Vincent
Neche
DAKOTA
MINNESOTA
RED RIVER
PEMBINA RIVER
NORTHERN PACIFIC R R
C P R
MANITOBA
Belmont
Belder
Greenway
Manitopolis
Indian Springs
Swan Lake
Somerset
Alta Mount
Deerwood
Miami
Roseisle
Myrtle
Lowes
MORRIS & BRANDON BCH
N P & MAN R R
Rock Lake
Crystal City
Pilot Mound
La Riviere
Manitou
Darlingford
Morton
Plum Coulee
SOUTH WESTERN BRANCH C O R
Cartwright
Clearwater
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